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## WASTE IN HIGHWAYS

HALF THE MONEY SPENT IN PUBLIC ROADS IS THROWN AWAY.

### 'GOOD ROADS,' UNIVERSAL CRY

Everybody Wants Something Done, but Nearly Every Community is Lagging in the Dark—Time to Face About and Try for Better Results.

By HOWARD H. GROSS.

No one who is familiar with the way road work has been handled for the last twenty years will dispute that half of the time and money expended upon our public roads by the bit and miss methods employed has been wasted. Most observers will say the waste is even greater. The country over, the outlay approximates \$90,000,000. We have gone on from generation to generation pursuing this absurd plan, or rather lack of plan. It is a most unbusinesslike and reprehensible proceeding. No business enterprise could last a year with such a fearful waste. A calculation made with great care by one of the best authorities in the state, contends the direct waste on Illinois roads by doing

requires considerable engineering experience the farmer does not and is not expected to have. It is no reflection upon him to say he is not a successful road builder—any more than it would be to question his ability in carpentry. To have the best supervision the township or road district is too small a unit. The mileage is too limited to make it practical to have an experienced road builder in charge. Hence the present thought is that the county should be the road district, or perhaps there might be two districts in large counties. The road supervisor should be a capable, experienced engineer employed by the year, or the season. Let him get the necessary tools, men and teams and do the work when it ought to be done. When grading is necessary, the earlier in the spring it is done the better. The surface ought not to be disturbed after the first of July.

The first and most important step is road drainage. No drain, no road. It is exceedingly important to have one in charge who knows his business. As road drainage will be treated at length in another article, the writer will not elaborate upon it at this time. The drains can be laid at any season when the frost is out of the ground. Culverts can be built, the roads dragged, weeds cut, etc. This will give work from early spring until fall.

With the county as a unit, plan a five-year campaign of grading and draining, beginning with the main roads and extending the work in the

nity seems to be groping in the dark, not knowing just how to accomplish the desired end. In many localities we find that meetings are held, a subscription is started, and volunteers beat up and down the street, asking everyone to subscribe either money or labor. A bank will give \$100, a merchant another \$100, the man next door, who ought to do the same thing, will give \$10. A public entertainment is gotten up, and after a campaign of a number of weeks, perhaps \$2,000 is raised for improving a piece of road. In order to save expense some local party will undertake the work. He does not know much about road building, and the result is a hodge-podge. The money is spent and a half-mile of road is made, and while it is poorly constructed, it is so much better than the previous conditions, that it is hailed with delight. No effort along these lines can amount to much, beyond the creating of an increased desire for better roads. Experience shows beyond any question that the way to do is to build as large a mileage as possible at the same time, and have it done under the supervision of a capable road engineer. If ten or twelve miles are built instead of one the cost of construction will be much less; it will pay to have improved machinery and the best facilities. Then the payment of the road should not be made by passing the hat, where some will do their duty and others will not, but on the contrary the amount should be covered by issuing long time bonds and spreading the burden over all the property of the township. If fortunately the state is operating under the state plan, whereby a portion of the expense is contributed from the state treasury, it simplifies the matter very much and lightens the burden.

The writer made a calculation covering the state of Illinois, and that calculation was verified by the late Dr. Frank H. Hall of Aurora, one of the best mathematicians in the country, and he found it correct. It showed that first-class hard roads could be built over all the main highways in the state of Illinois, under the state aid plan, the state paying one-half the expense from a general tax levy, and the balance locally by the township, and the combined expense spread over a period of ten years, would not exceed ten cents per acre per year on farm lands. What is true of Illinois will be found to work out very closely along these lines in nearly all states of the central West.

The amount of money wasted upon the highways of any state between Pittsburg and Denver, and from Minnesota to Florida, would not pay the interest on the bonds necessary to build and maintain first-class permanent roads. We might state it in another way: That the economies that can be accomplished and the benefits that will accrue from improving the highways, will take off from the burden of the people many times more than the taxes to build the roads will impose. Why not convert this waste into a permanent asset? Why not have better conditions when we can do so easily?

### WHY BATTLESHIP WAS SENT

Because of Misinterpreted Cipher Message the Maine Went to Havana.

Probably very few know that the Maine had been hurried to Havana because of a misinterpreted cipher message. Mr. John B. Caldwell, who had been in charge of the Havana bureau, and whom I relieved, told me that several days prior to my arrival he had made requisition upon the office for a revolver. There had been some trouble in the Cuban capital, riots had been frequent, the lives of foreigners, particularly those of Americans, had been more than once placed in jeopardy, and the time had come when correspondents felt the need of firearms to protect their lives. The revolver sent to Mr. Caldwell was smuggled to him by a passenger on the steamship Olivette, to whom the weapon had been entrusted by an agent of the paper in Tampa. By some oversight no cartridges had been sent with it, and it being impossible to secure any in Havana, the correspondent cabled to New York. "Camera received, but no plates; send by next boat."

Through some strange error on the part of the one who received it, the cryptogram was construed to be a cipher and was translated to read that an attempt had been made on the life of Gen. Fitzhugh Lee, American consul general in Havana. This information went to Washington and reached there after the Havana cable had closed. Early the next day Mr. Caldwell received from the Herald the following cryptogram: "Send story and pictures ordered on food supplies; we want it for main sheet." By applying the cipher key, the first sentence was readily translated to read: "A United States warship has been ordered to Havana." The second evidently conveyed some hint which was beyond the limitation of the code, but the word "main" gave the clue. Meeting General Lee at breakfast that morning, Mr. Caldwell quietly informed him that the Maine was on her way to Havana. The general was incredulous. No warship, he assured the correspondent, would be sent to Havana unless he requested it.—Walter Scott Meriwether, in Harper's Weekly.

### A Wish Gratified.

"Jiggs used to tell me that the dream of his life was to live some day in a big house on a hill."

## POULTRY

### FAVOR INDIAN RUNNER DUCKS

Hardest of All Domestic Fowls and Do Equally as Well Confined as on Free Range.

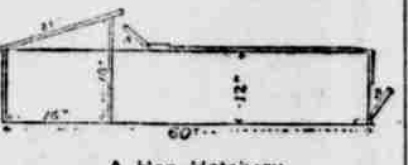
Indian Runner ducks are the hardest of all domestic fowls. As they do equally well in confinement or on free range, they may be profitably kept by persons in town or city as well as by farmers. They do not require pond or running water—just water to drink in, something deep enough so the whole head can be immersed, says the Interstate Poultryman. They may be kept more cheaply on free range, as they will find many things of little or no value, such as bugs, worms, grasshoppers, grass, etc. These they convert into large white eggs, which if not sold for hatching will command several cents above the market price of hen eggs and at Easter will bring twice as much. They do not differ in flavor from hen eggs, but are superior for all kinds of cooking. As a table fowl the Indian Runner duck is excellent. The meat is tender, juicy and fine-grained. Thus far the demand for breeding stock and eggs for hatching has been so great that the duck has not been raised to a great extent as a market stock; but wherever it has become known as a table fowl it is wanted.

As egg-producers the Indian Runner females are too valuable to sell on the market until from three to nine years old. A flock from a good-laying strain will average from 240 to 250 eggs per layer per year, if properly managed. I find by actual test that the feed that will keep a Plymouth Rock hen in good shape will keep a Runner duck plump, so I think it safe to say that they can be kept as cheaply as any of the large breeds of hens in winter and cheaper in summer if on free range, as they will forage farther into the fields. We like them much better than hens, as they do not destroy crops, neither are they so much of a nuisance around the buildings as hens. The ducklings of this breed can be raised to a marketable size cheaper and more quickly than those of any other breed. As desired, be hatched any month in the year. Ducklings hatched in June or July often lay all winter, while, if hatched in March, they will lay in time to hatch ducklings from them by the 1st of October.

### PLAN FOR A HEN HATCHERY

Door Placed in Front of Each Nest, Hinged With Leather and Held by Wooden Cleats.

Here is my plan for a successful hen hatchery: I take 16-foot lumber and make stalls for 12 hens which makes the nest boxes 12 over 14



A Hen Hatchery.

Incches wide, writes J. A. Crandall of Norwich, Kan., in the Farmers' Mail and Breeder. Slat and this lumber may be used for the 11 partitions. Floor the nest department. Chicken wire is used to cover the top of runs except for the doors A, each of which is 28 inches long, enough to cover two runs. The doors B are the same length. There is also a door 8 by 10 inches in the front of each nest box and all doors are hinged with leather and held with cleats. The roof board is not hinged or nailed but held in place with cleats and may be lifted off.

## POULTRY NOTES

Raps makes a good crop for late green food.

Poultry is extremely profitable if properly handled.

Poultry, fruit and bees form a combination hard to beat.

Fowls have no sense of smell. They have nostrils, but not noses.

A cement floor in the laying pen and roosting closet is advisable.

Don't let live "got away" with your chicks, while you wonder what ails them.

Keep the males separated from the growing pullets. Both will develop better.

Ducklings generally begin molting when eleven weeks old and continue for about six weeks.

Don't forget that wet and leaky coops do not tend to produce healthy chickens, but early death.

It is a good plan to let all the breeding stock out of the yards to enjoy free range during the summer.

Don't try to breed from poor stock. It takes too long and good stock is cheap enough for you to start right.

## OUT

**CLEANING TIME**  
As filth flies before the broom, so do disease germs, effete and impure matter and foul humors in the blood fly before

## ELECTRIC BRAND BITTERS

They can't stand against this matchless broom of the blood. Out they go, along with the troubles they cause, such as pimples, boils, sores, eczema, salt-rheum, malaria, rheumatism and kidney disorders. It makes a clean sweep. It cures quickly and cures to stay. It gives glorious health and vigor to the weak, sickly and run-down.

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It is a very serious matter to ask for one medicine and have the wrong one given you. For this reason we urge you in buying to be careful to get the genuine—

**THE FORD'S BLACK-DRAUGHT Liver Medicine**

The reputation of this old, reliable medicine, for constipation, indigestion and liver trouble, is firmly established. It does not irritate other medicines. It is better than others, or it would not be the favorite liver powder, with a larger sale than all others combined.

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## Stubborn Case

"I was under the treatment of two doctors," writes Mrs. R. L. Phillips, of Indian Valley, Va., "and they pronounced my case a very stubborn one, of womanly weakness. I was not able to sit up, when I commenced to take Cardui.

I used it about one week, before I saw much change. Now, the severe pain, that had been in my side for years, has gone, and I don't suffer at all. I am feeling better than in a long time, and cannot speak too highly of Cardui."

## TAKE The CARDUI Women's Tonic

if you are one of those ailing women who suffer from any of the troubles so common to women.

Cardui is a builder of womanly strength. Composed of purely vegetable ingredients, it acts quickly on the womanly system, building up womanly strength, toning up the womanly nerves, and regulating the womanly system. Cardui has been in successful use for more than 50 years. Thousands of ladies have written to tell of the benefit they received from it. Try it for your troubles. Begin today.

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## VICTOR RECORDS

AT ROYAL'S



Cedar Grove School House, Near Knoxville, Tenn.

the wrong thing, or if perchance doing the right thing, then doing it at the wrong time, causes a loss of \$10,000 per day!

In no department of administration have we more signally failed than in dealing with the question of the highways. It is time to face about and make an effort to get better results. Is it any wonder people are "sore" when it comes to paying road taxes? They have been at it for generations, and with here and there an exception, the roads are no better than they were to begin with.

The question now is what specific things shall be done in order to get better results. The first step is the writer's opinion is to wipe out the labor system of "working out" the tax by the annual picnic or talkfest, that usually takes place in the early fall when everybody turns out to "improve" the road. There is no definite plan; the practice is to plow and scrape, and fill the center of the road with sod, weeds, brush and earth, making what before was a passable road one that is impassable. The lateness of the season prevents a proper settlement before the heavy fall rains and the winter sets in. The weeds, sod and brush are sure to make trouble for a year or more. Many a time the writer has observed a bunch of men and teams do a hundred dollars' worth of damage to work out a fifty-



Country School House on Bad Road, Near Conklin, Tenn.

It would be hard to find a greater contrast than the two pictures in this article show. They are only a few miles apart. In one there is an air of staidness, while in the other there is evidence of thrift, progress and refinement. Can any one doubt which is the better school or which community gets the most out of life.

dollar road tax. The stories told, the stunts of wrestling, jumping and other athletic diversions, make it a holiday enjoyed by every one.

There is but one thing to do: Collect all the road taxes in cash and pay to have the work done under the best supervision obtainable.

This working out the road tax dates back before the war, when there was very little money in circulation, and it was next to impossible for the people to pay the tax in any other way. It is different now. The labor system has outlived its usefulness and should go.

Road building, even if a dirt road,

guage as smooth as a ribbon. No reconer had been turned in under cover than he saw a neighbor with two teams coming down over the road, undoing all he had done. The comment made would not look well in print. If the party in question had any appreciation of the fitness of things, he would have driven along the side of the road, and left the dragged surface so it would shed water and dry smooth. A five-dollar fine with costs would have been a good lesson.

The sentiment is everywhere for better highways. "Good Roads" is the universal cry—everybody wants something done, but nearly every commu-